

**PROFFERS**  
**PCA 92-P-001**  
**RZ 1998-PR-052**  
**March 19, 1999**

Pursuant to Section 15.2 -2203A of the Code of Virginia, 1950 as amended, and Section 18-203 of the Zoning Ordinance of the County of Fairfax (1978 as amended) ("ZO"), subject to the Board of Supervisors' approval of the requested *Proffered Condition Amendment* ("PCA"), and the abandonment and requested rezoning to the C-3 Zoning District of 1.4433 acres of land, *WEST\*GROUP PROPERTIES LLC* and its successors and assigns (hereinafter "Applicant") hereby proffers to the following conditions. If this PCA and RZ are approved, the proffered conditions described below supersede all previously approved proffered conditions applicable to the property. Any future modification(s) to these proffers or Generalized Development Plan ("GDP") which affects only a specific Building Site or Land Bay may be approved by the Board of Supervisors upon application for a proffered condition amendment by the individual owner of the specific Building Site or Land Bay without amending this entire proffer statement or the entire GDP.

**L. GENERALIZED DEVELOPMENT PLAN ("GDP")**. The locations of the buildings shown on the GDP dated February 10, 1992, revised May 6, 1992, and February 23, 1999 shall be considered for illustrative purposes only. Specific tabulations for floor area ratios, green space, parking, and final location and footprint of the proposed buildings and parking structures for each individual building site shall be determined at the time of site plan review and approval. At the time of each site plan submission, a copy of the site plan shall be submitted to the Fairfax County Planning Commission for review for conformance with these proffers. The GDP is not proffered in its entirety, but certain elements of the GDP as specifically described below are proffered.

**A. Floor Area Ratios ("FAR")**. The total FAR on the 128.8810 acre Gross Tract Area (as defined below) for office uses, accessory uses and all other uses permitted in the C-3 Zoning District shall not exceed a 0.60 FAR. However:

1. Individual Building Sites (as defined below) within the Old Springhouse Road Area Land Bay (as defined below) may individually exceed a 1.0 FAR, but the total FAR of

the Old Springhouse Road Area Land Bay shall not exceed a 1.0 FAR.

2. Individual Building Sites (as defined below) within the Colshire Drive Area Land Bay (as defined below) may individually exceed a 1.0 FAR, but the total FAR of the Colshire Drive Area Land Bay shall not exceed a 1.0 FAR.

3. Individual Building Sites (as defined below) within the Old Meadow Road Area Land Bay (as defined below) may individually exceed a 1.0 FAR, but the total FAR for the Old Meadow Road Land Bay shall not exceed a 0.7 FAR.

**Definitions:**

**Gross Tract Area** shall be defined as the sum of the areas of the three Land Bays and consisting of 128.8810 acres.

**Building Site** shall be defined as the land associated with the building, parking and/or parking structures, open space and accessory structures or the "site plan."

The **Land Bays** shall be defined as follows:

- Old Springhouse Road Area (consisting of 40.3066 acres)
- Colshire Drive Area (consisting of 57.5129 acres)
- Old Meadow Road Area (consisting of 31.0615 acres)

**B. Building Height.**

1. All buildings, with the exception of Buildings 1, 4, 5, 6, 8, 9, 10A, 12 and 28 as located on the GDP, shall not exceed 75 feet in height *except as qualified by paragraph B.3 below.*

2. *Buildings 1, 4, 5, 6, 8, 9, 10A, 12 and 28 shall not exceed 90' in height except as qualified by paragraph B.3 below.*

3. *An increase in height for any building(s) may be permitted by the Board of Supervisors in accordance with the applicable Special Exception provisions of the Zoning Ordinance without a Proffer Condition Amendment.*

**C. Landscaping.** Future Building Sites shall be landscaped using a mix of shade and/or ornamental trees (3" in caliper at planting) and evergreen trees (4' to 6' in height at planting) of a quantity and species consistent with existing WEST\*GATE landscaping and as generally, but not specifically, illustrated on Sheet 9 of 9 of the GDP as it relates to quality and quantity of tree and

plant stock. All landscaping plans submitted at the time of site plan submission shall be reviewed and approved by the *Department of Public Works and Environmental Services ("DPWES")* as part of the site plan approval process.

D. Transitional Screening and Barrier. Transitional screening and barrier requirements shall be modified or waived as follows:

1. Building 10 is existing and the transitional screening and barrier modifications for the south, west and east property lines were granted by *DPWES* for Site Plan 1702-SP-01 and shall remain in place.

2. *Deleted.*

3.[2] The limits of the Flood Plain, left undisturbed, shall serve as the transitional screening and barrier for Buildings 16, 18, 19, and 20.

4.[3] Transitional screening and barrier requirements for existing Buildings 14 and 15 shall be modified to allow the landscaping existing at the time of the rezoning as shown on the GDP to serve as the transitional screening and barrier.

5.[4] Transitional screening and barrier requirements for existing Buildings 12, 21, 22, and 23 shall be modified to allow the existing wooded area generally shown on the GDP to serve as the transitional screening and barrier.

6.[5] *Transitional screening and barrier between Building 8 (Proposed Jefferson) and the R-30 project, known as Gates of McLean, located east of Scotts Run Crossing is hereby modified in favor of barrier and landscaping installed on R-30 property.*

E. Pedestrian Access System. Continuous four-foot wide concrete sidewalks along public streets fronting individual Building Sites shall be shown on each site plan submitted and shall be installed prior to site plan bond release. The sidewalk system shall be in lieu of any trails shown on the County-wide Trails Plan for the Gross Tract Area with the exception of trails within Park Authority land which are addressed in Proffer IV Park Authority.

F. Storm Water Management and Best Management Practices.

1. *Storm Water Management ("SWM") and Best Management Practices ("BMP") shall be provided for the entire Gross Tract Area in accordance with applicable*

County ordinances as approved, modified or waived by DPWES. SWM/BMP may be provided on a site by site, land bay by land bay, or a combination thereof.

2. Deleted.

G. Environmental Quality Corridor ("EQC") and 100 Year Flood Plain ("Flood Plain"). Unless waived or modified by the Director of DPWES, the Applicant shall preserve in an undisturbed state the EQC and Flood Plain as generally depicted on the GDP. However, the EQC and Flood Plain may be crossed by utilities, roadways, and trails to the minimum extent necessary. The Applicant shall provide Compensatory Landscaping as defined in Proffer I.I(EYE) herein for EQC encroachments for the storm water detention facility adjacent to Buildings 8, 9, and 28 and the parking structure and access driveway to Building 28 as may be permitted by Exhibit E. Compensatory Landscaping shall be shown on individual site plans submitted to DPWES. The area preserved as the EQC and Flood Plain or the area of Compensatory Landscaping shall be deemed to satisfy transitional screening and barrier requirements in the areas where the EQC and Flood Plain and transitional screening yards coincide and consistent with Proffer I.D herein.

H. Limits of Clearing and Grading. The Applicant shall use best efforts to adhere to the preliminary limits of clearing and grading as shown on the GDP. However, actual limits of clearing and grading shall be determined at the time of site plan approval. DPWES may approve minor deviations from the limits of clearing and grading shown on the GDP provided that Compensatory Landscaping is provided per Proffer I.I(EYE) herein.

I(EYE). Compensatory Landscaping. The Applicant may deviate to a limited extent into or cross the EQC per Proffer I.G herein or the Applicant may deviate from preliminary limits of clearing and grading shown on the GDP per Proffer I.H herein provided that the Applicant provides Compensatory Landscaping. Compensatory Landscaping shall be defined as the Applicant's choice of the following:

1. Planting an area equal to 125% of the area of the EQC or Flood Plain disturbance or deviation from preliminary limits of clearing and grading shown on the GDP with trees 3" at planting in caliper or evergreens 4' - 6' in height at planting in quantities and species approved by DPWES in accordance with Section 12-04037A of the Fairfax Public Facilities Manual or other methods acceptable to DPWES; or

2. Providing an uncleared or undisturbed area equal to the area of the EQC or Flood Plain disturbance or deviation from preliminary limits of clearing and grading shown on the GDP; or

3. A combination of Proffer I(EYE).1 and 2 herein.

The Compensatory Landscaping shall be provided either on the Building Site or within the Land Bay and adjacent to or as contiguous to the area of the EQC or Flood Plain disturbance or deviation from the preliminary limits of clearing and grading shown on the GDP as possible.

**II. TREATMENT OF CELLAR SPACE.** The Applicant agrees to limit the use of cellar space to:

A. The core area used by the building tenants or owners (such as rest rooms, mechanical rooms, electrical rooms, janitor and building maintenance rooms);

B. Specialty areas used by the building tenants or owners (such as computer rooms, battery rooms, "clean rooms", security tanks, SCIF rooms, bulk storage for documents, paper and office supplies, goods and products of the building tenants or janitorial supplies, libraries, etc.);

C. Simultaneous or accessory uses by the building tenants or owners (such as conference rooms, conference centers, employee cafeterias or canteens, employee lounges or classrooms);

D. Office use which shall not exceed 50% of the cellar space.

Although the Applicant may elect to provide parking for cellar uses A, B, and C above, parking shall not be required for uses A, B, and C above. Cellar use D above shall be parked at "office rate", based on the total of the Gross Floor Area of the building plus 50% of the cellar area; however, cellar space, regardless of use, shall not be computed as Gross Floor Area for FAR purposes.

**III. TRANSPORTATION PROFFERS.**

A. Tysons Corner Area Wide Transportation Contribution.

1. The Applicant shall contribute to Fairfax County Two Dollars and Eighty-five Cents (\$2.85) per FAR square foot (*not including cellar space*) with the following

exceptions:

- All buildings existing at the time of the original rezoning application as approved by the Board of Supervisors 6/22/92 shall be exempt from the \$2.85 payment to the extent that there is no increase in FAR square feet above the FAR square feet shown for existing buildings depicted in "Floor Area Ratio Computation" appearing on Sheet 8 of 9 in the GDP.
- Building Site 8 (254,210 FAR square feet) and Building Site 24 (95,304 FAR square feet) or 349,514 equivalent FAR square feet on other sites within the Gross Tract Area shall be exempt from the \$2.85 per FAR square feet to the extent there is no increase in FAR square feet above 349,514 FAR square feet. To the extent there is an increase in FAR square feet for Building Sites 8 and 24 above 349,514 FAR square feet, the \$2.85 per FAR square feet shall apply only to the net increase in FAR square feet.
- The \$2.85 per square foot, as increased by escalations to the *Engineering News Record, Construction Cost Index* from the date of approval of RZ 92-P-001, shall be paid directly to the County of Fairfax at the time of issuance of the building permit(s) for building(s) for which the building permit(s) is being issued and shall be used for Tysons Area Wide Transportation Improvements.

The Tysons Area Wide Transportation Improvements shall specifically include, but are not limited to:

- a. The widening of Route 123 to a six (6) lane section, including new or revised signalization improvements at the intersections of Route 123 and Anderson Road, Colshire Drive and Old Meadow Road;
  - b. New construction of the proposed Eastbound I-66/DAAR Ramp and Loop Northbound from Route 123 as generally shown on Sheet 2 of 9 of the GDP;
  - c. Synchronization of traffic signals on Route 123 from I-495 to Lewinsville Road;
- Priorities of the above improvements shall be determined by the Board of Supervisors.
- B. Transportation Design.
1. Eastbound I-66/DAAR Ramp and Loop from Northbound Route 123. The

Applicant shall provide Fairfax County with \$110,000 for Fairfax County to design the proposed Eastbound I-66 Ramp and Associated Loop shown on Sheet 2 of 9 of the GDP. Payment shall be made in accordance with Exhibit A "Transportation Phasing Schedule" attached herein.

2. Route 123 Widening to six (6) through lanes. The Applicant shall contract with a Virginia Licensed Professional Engineer ("Engineer") to provide preliminary design of the widening of Route 123 from the Old Meadow Road intersection through the Anderson Road intersection to six (6) through lanes, associated turning lanes and sidewalk both sides. All civil engineering shall be based on VDOT Road and Bridge Standards, Volumes I and II unless otherwise waived or modified by VDOT. The Scope of Work shall be contracted and performed per Exhibit B attached herein.

The Scope of Work defined in Exhibit B shall specifically not be considered construction or bid documents. Within six (6) months of the date of Board of Supervisors' approval of RZ 92-P-001, a Virginia Licensed Professional Engineer shall submit six (6) sets of documents to the Fairfax County Director of Office of Transportation and six (6) sets of documents to VDOT after completion of Scope of Work Task II.B for the purpose of OT and VDOT review and comment. Upon receipt of review comments by OT and VDOT or 90 days, whichever is earlier, the Engineer shall proceed with Scope of Work Tasks II.C through G and submit Scope of Work Task II.A through G to OT and VDOT for review and comment. OT and VDOT shall have 90 days to reply. Upon receipt of comments or 90 days, whichever is earlier, the Engineer shall prepare the Preliminary Design Study Report ("PDSR"), incorporate comments and publish PDSR. The County shall notify, in writing, the Engineer and the Applicant of approval of the PDSR within 90 days and the Engineer shall submit the Final PDSR per Scope of Work Task III.A and B. Submission of the Final PDSR shall constitute completion of this Proffer, or alternatively the Applicant may escrow \$50,000 with Fairfax County at any time after 18 months of the submittal to OT of Scope of Work Tasks II.B which shall constitute completion of the Route 123 design obligation cited in the Transportation Phasing Schedule. At the option of the County, the County may draw upon the escrow to complete the Final PDSR. In the event that the County does not complete the Final PDSR, the \$50,000 escrow, including interest accrued, shall be returned to the Applicant upon the actual submission of the Final PDSR by the Applicant.

C. **Street Dedications.** Upon receipt from Fairfax County or at the time of a site plan submission which involves dedication of contiguous right-of-way, whichever is earlier, the Applicant shall dedicate and convey in fee simple to the Board of Supervisors the following rights-of-way and associated ancillary easements:

1. Land necessary to construct the widening of Route 123 between Old Meadow Road and Anderson Road. Area of dedication to be determined by Design Proffer III.B.2 herein.

2. Land, of approximately 0.05 acres (2200 square feet) for the construction of the I-66/DAAR eastbound ramp. The actual area of dedication shall be determined by results of Proffer III.B.1, but under no circumstance shall dedication of land preclude the Garfield Building from achieving 181 surface parking spaces of the 207 existing parking spaces and travel lanes which allow 360 degree circulation around the building and parking lot.

3. Land necessary to construct and maintain a public street referred to as "Proposed Old Springhouse Road Extended" as generally shown on Sheet 4 of 9 of the GDP.

4. Land necessary to construct and maintain a public street referred to as Colshire Meadow Drive and associated bridge across Scotts Run Stream Valley Park.

5. Land necessary to construct and maintain one (1) additional outbound right hand turn lane from existing Old Springhouse Road onto Route 123.

6. Land necessary to construct up to one (1) additional lane from Old Meadow Road onto Route 123.

7. Land necessary to construct and maintain not more than two (2) additional outbound lanes from Colshire Drive onto Route 123.

The Applicant's agreement to convey fee simple title to the Board of Supervisors for the above mentioned rights-of-way is subject to all of the following conditions:

- Density credit for dedication in advance of construction shall be granted by the Board of Supervisors with the approval of RZ 92-P-001 pursuant to Article 2-308 of the ZO. Density Credit for dedication may be utilized anywhere within the Gross Tract Area and shall not be limited to the site plan from which dedication is made.

8. The Applicant's obligation to convey fee simple title to the Board of

Supervisors for rights of way for buildings indicated as "existing" on the GDP shall be conditioned on approval by the Board of Supervisors of peripheral parking lot landscaping requirement Article 13-202, Paragraph 1, A and B of the ZO in lieu of Article 13-202, Paragraph 2, A and B for all dedications associated with those rights of way.

9. As a condition of the Applicant's obligation to make the dedications referred to in III.C.2, the Board of Supervisors shall direct the Director of *DPWES* to grant pursuant to Article 11-102, Paragraph 8 of the ZO, a reduction in parking for up to 26 parking spaces and approve 181 spaces (current parking ordinance requirement) as opposed to existing 207 spaces (old ordinance requirement and spaces shown on existing site plan) for Building 15 in order to dedicate land and accomplish construction by others of the proposed Eastbound I-66/DAAR Ramp.

10. The dedication referred to in III.C.4 shall be conditioned on the granting by the Park Authority of the necessary rights-of-way and easements to dedicate and construct Colshire Meadow Drive and bridge pursuant to Proffer IV.A herein.

11. *Applicant agrees to dedicate approximately 1.1392 acres of land to the County of Fairfax for ultimate dedication to the Commonwealth of Virginia along the I-495 right of way as generally shown on sheet 4A of 9 and identified as "VDOT Reserved Area" upon the earliest of the following events:*

a. *Approval of the first of the proposed (new) site plans for Building 4, or Building 5, or Building 6 as generally shown on sheet 4A of 9; or*

b. *Upon funding of the projects generally called Beltway Improvements a.k.a. I-495 HOV Lane Study; or*

c. *March 31, 2005.*

*Dedication of the land would be conditioned upon Applicant obtaining advance density credit pursuant to Sect. 2-308 of the Zoning Ordinance.*

12. *Applicant agrees to dedicate approximately 1.3794 acres of land to the County of Fairfax for ultimate dedication to WMATA or other "rail entity" along Rt. 123 frontage as generally shown on sheet 4A or 9 and identified as "WMATA Reserved Area" for the purpose of installing rail similar to Metro Rail ("Rail"). The Applicant shall dedicate right of*

*way the earlier of the following events:*

- a. Approval of the first proposed (new) site plan for proposed Building 1 (Washington) or Building 2 (Wilson) as generally shown on sheet 4A of 9; or*
- b. Funding of a Rail project which connects this location to West Falls Church Metro Station; or*
- c. March 31, 2005.*

*Dedication of land would be conditioned upon attaining advance density credit pursuant to Sect. 2-308 of the Zoning Ordinance.*

**D. Proposed Street Construction.**

1. The Applicant shall construct Proposed Old Springhouse Road Extended as generally, but not specifically, depicted on Sheet 4 of 9 of the GDP per Exhibit A "Transportation Phasing Schedule" attached herein.

2. The Applicant shall construct an outbound double right hand turn at the intersection of existing Old Springhouse Road and Route 123 per Exhibit A "Transportation Phasing Schedule" attached herein.

3A. The Applicant shall construct the improvements, referred to as Scenario W, X, Y or Z as described on sheets 5 and 6 of 9 of the GDP as may be selected by VDOT, to Old Meadow Road, Colshire Meadow Road, Colshire Drive, and related intersections with Route 123, provided all appropriate approvals are obtained from the County and VDOT pursuant to paragraphs 3B and 3C below.

3B. The Applicant shall, in writing and within 90 days of the approval of RZ 92-P-001 by the Board of Supervisors, petition VDOT for approval to construct the improvements to Old Meadow Road, Colshire Meadow Drive, Colshire Drive and related intersections with Route 123, as shown on sheets 5 and 6 of the GDP. The Applicant acknowledges that the Office of Transportation's currently recommended alternative is Scenario W-P, and the Applicant further acknowledges that citizens in the vicinity of the application property have expressed a preference for Scenario Z. Said request shall be accompanied by the necessary traffic and engineering analyses of all four Scenarios, sufficient to enable VDOT to evaluate the relative performance of all four (4) of the alternatives on the safety and capacity of

Route 123 between I-495 and the Dulles Airport Access Highway ("DAAR"). The Applicant further commits to provide any further supporting technical documentation, including, without limitation, studies using the Highway Critical Method, as may be required by VDOT to evaluate these alternatives. Copies of all submissions to and correspondence with VDOT relating to this paragraph shall be provided simultaneously to OT.

3C. In the event that VDOT approves the road improvements described as Scenario W within 330 days of the approval of RZ 92-P-001 by the Board of Supervisors, the Applicant shall construct the improvements comprising Scenario W in accordance with Exhibit A "Transportation Phasing Schedule" attached herein.

4. In the event that VDOT approved the road improvements described as Scenario X or Y within 330 days of approval of RZ 92-P-001 by the Board of Supervisors, the Applicant shall construct the improvements comprising the selected Scenario in accordance with Exhibit A "Transportation Phasing Schedule" attached herein.

5. In the event that within 330 days of approval of RZ 92-P-001 by the Board of Supervisors VDOT approves Scenario Z, the Applicant shall:

a. construct road improvements consistent with Scenario Z and in accordance with the timing outlined in Exhibit A "Transportation Phasing Schedule" attached herein.

b. construct a two (2) lane Colshire Meadow Drive and associated two (2) lane bridge across the Park consistent with Scenario Z and in accordance with the timing outlined in Exhibit A "Transportation Phasing Schedule" attached herein.

6. In the event VDOT does not respond in 330 days of approval of RZ 92-P-001 by the Board of Supervisors (which may be extended by mutual written consent of the Applicant, OT and VDOT), the Applicant may proceed with the Applicant's choice of Scenario W or X or Y or Z on an intersection-by-intersection basis and to the extent VDOT right-of-way permits may be obtained for said construction. Intersection improvements shall be constructed in accordance with timing outlined in Exhibit A "Transportation Phasing Schedule" attached herein. In the event the Applicant cannot obtain VDOT right-of-way permits to construct the collective or individual intersections outlined in Scenario W or X or Y or Z after diligently pursuing permits

and being denied by VDOT in writing, the Applicant may proceed with development square footage outlined in Exhibit A "Transportation Phasing Schedule" attached herein without an obligation to construct improved intersections.

7a. In the event the Applicant is unable to proceed with intersection improvements at Old Meadow Road and Route 123, pursuant to Proffer III.D.7 herein, the Applicant shall contribute to Fairfax County \$145,000.00, as increased by escalations to the *Engineering News Record, Construction Cost Index* from the date of approval of RZ 92-P-001, which represents the equivalent value of Staff recommended Scenario W. Said funds shall be provided within the later of 60 days of the date of written VDOT disapproval of the specific improvement or prior to issuance of building permits for FAR in excess of 1,855,440 square feet and in accordance with the "Transportation Phasing Schedule" attached herein as Exhibit A.

7b. In the event the Applicant is unable to proceed with intersection improvements at Colshire Drive and Route 123, pursuant to Proffer III.D.7 herein, the Applicant shall contribute to Fairfax County \$140,000, as increased by escalations to the Virginia Highway Construction Bid Index from the date of approval of RZ 92-P-001, which represents the equivalent value of Staff recommended Scenario W. Said funds shall be provided within the later of 60 days of the date of written VDOT disapproval of the specific improvement or prior to issuance of building permits for FAR in excess of 1,855,440 FAR square feet and in accordance with the "Transportation Phasing Schedule" attached herein as Exhibit A.

Note: Minor deviations from Scenario W, X, Y and Z or combinations of Scenarios W, X, Y or Z described in Proffer III.D.1 through 7a and 7b herein which are recommended by VDOT and reviewed and approved by the Director of the Office of Transportation, shall not constitute a requirement for a Proffer Condition Amendment by the Applicant.

8. Notwithstanding Proffer III.D.1 through 7 and the Transportation Phasing Schedule (Exhibit A) prior to issuance of building permits and non-residential use permits as detailed below for the next new FAR square footage in the Old Meadow Road Land Bay or Old Springhouse Road Land Bay, the Applicant shall construct and dedicate land as necessary, subject to the approval of VDOT and the issuance of VDOT permits, for an additional lane on Old Meadow Road as it approaches Route 123 intersection, rendering an outbound left, a left and through, and a free right hand turn lane. The additional lane shall be approximately 300 feet long

with an approximate 120 foot taper, but not to exceed the Grant Building (GDP No. 16) frontage on Old Meadow Road. In the event VDOT requires a receiving lane on Route 123 to accommodate the free right hand turn lane, the Applicant shall construct the receiving lane for a distance of approximately 237 feet, but not to exceed the Grant Building (GDP No. 16) frontage on Route 123, including taper or transition into existing Route 123 through lane. The relocation of the existing WMATA bus shelter at the corner of Old Meadow Road and Route 123 shall be done at the Applicant's expense. Any cost of signalization associated with the additional lane shall be the responsibility of the Applicant. VDOT permits or VDOT letter denying permits shall be prerequisite to the issuance of the next building permit issued in the Old Meadow Road Land Bay. If VDOT permits are issued, the additional construction shall be completed sufficient to be open for traffic (as opposed to accepted by VDOT for maintenance) as a prerequisite to the issuance of the shell non-residential use permit for the building. If VDOT permits cannot be obtained and are denied in writing, the Applicant is relieved of this Proffer in its entirety. The additional lane on Old Meadow Road is to be considered an interim improvement and in the event VDOT selects Scenario W or X, the Applicant acknowledges that the additional lane may be obsolete or possibly have to be removed, the right-of-way vacated and the area restored. If the Applicant constructs the additional lane and Proffer III.D.7a is implemented, Proffer III.D.7a obligations shall be reduced by \$52,000 which is deemed the value of the additional Old Meadow Road lane constructed.

E. Traffic Signals at Colshire Meadow Drive and Old Meadow Road and Colshire Meadow Drive and Colshire Drive. At such time as signals are warranted as determined by VDOT, the Applicant shall provide the design, equipment, and installation of a traffic signal, or funds sufficient for same, at the intersections of Colshire Meadow Drive and Old Meadow Road and Colshire Meadow Drive and Colshire Drive.

F. Transportation Systems Management. The Applicant agrees to enter into an Agreement with TYTRAN to implement a Transportation Demand Management Program ("Program") as generally described in Exhibit D. The Applicant's only obligation is to monitor the provisions of the Agreement for compliance with the Program and fund the Program per paragraph 4 of the Program. The Applicant may elect to terminate the Agreement with

TYTRAN/RESP for noncompliance at any time during the term of this proffer pursuant to paragraph 5 of the Program and pay \$30,000 a year to FXCO/DOT/RESP for the remaining year(s) of the Program cited in paragraph 4. In this case, payment of \$30,000 a year to the County for the remaining years of the Program shall be the Applicant's only obligation under this proffer. This proffer shall terminate upon final payment of \$30,000 on January 31, 2003 and notice provisions on continuation or cessation of the Program cited in paragraph 6 of the Program.

**G. Bus Shelters and Bus Stop Pedestrian Access.**

1. The Applicant shall provide to Fairfax County, within 60 days of approval of RZ 92-P-001 by the Board of Supervisors, \$30,000 for the design and construction of three (3) WMATA standard bus shelters to be located on either the north or the south side of Route 123 at existing bus stops between Old Springhouse Road and Anderson Road intersections or at other locations within the Gross Tract Area acceptable to the Applicant. In the event that any or all of the three (3) bus shelters, valued at \$10,000 each, are not constructed by December 22, 1997, any or all of the unspent \$30,000 shall be paid by the County to TYTRAN as the Applicant's partial or full payment credit for the next TYTRAN Transportation Coordinator annual payment due per Proffer III.F above.

2. The Applicant shall make reasonable effort to construct temporary asphalt, concrete, or stone paths where practical to connect existing sidewalk along the north and south sides of Route 123 between Old Meadow Road and Anderson Road. Installation of temporary paths within VDOT right-of-way shall be contingent upon approval by VDOT and the issuance of VDOT permits. The Applicant shall make reasonable effort to keep temporary paths in good repair. This proffer is voluntary on behalf of the Applicant and the intent is to provide safe, all weather access to transit stops from existing or future sidewalk. The number, location, and design of the paths shall be at the sole discretion of the Applicant and shall be installed within 24 months of the approval of RZ 92-P-001 by the Board of Supervisors. This proffer is specifically not a prerequisite to any site plan nor building permit approval.

**H. Transportation Phasing Schedule.** Applicant shall phase transportation improvements in accordance with the "Transportation Phasing Schedule" attached as Exhibit A.

*I. (EYE) West\*Gate Transit Stop. Applicant shall dedicate approximately 2.3496*

*acres of land at the southwest corner of Dolley Madison Boulevard (Rt. 123) and Colshire Drive (Rt.6471) as generally shown on sheet 2 of 9. The dedication plat shall be submitted to the County within 60 days of the approval of this PCA and PCA 88-D-005-3 and recorded immediately upon approval of the Dedication Plat by the Director of DPWES. Dedication of land to the Board of Supervisors, fee simple, shall be conditioned upon attaining advance density credit pursuant to 2-308 of the Zoning Ordinance.*

#### **IV. FAIRFAX COUNTY PARK AUTHORITY.**

A. The Applicant shall provide the Park Authority with all items listed in Park Board Resolution approved September 17, 1991, *as may be amended*, and attached as Exhibit C, provided that:

1. Rezoning application RZ 92-P-001 is approved; and
2. The Park Board grants all necessary right-of-way, construction easements, and permanent access and maintenance easements to the Applicant to construct and maintain easements to the Applicant to construct and maintain a public two (2), three (3) or four (4) lane roadway and bridge across the Scotts Run Stream Valley Park in the location shown on Sheets 2 and 3 of 9 of the GDP and in general conformance with Public Improvement Plan 8293-PI-01-1 (as may be amended).

B. The Applicant shall provide screening along approximately 400 linear feet of chain link fence between The Colonies and the Park entrance road and parking lot. The planting strip between the edge of the parking lot and fence varies between 3' and 5' in width. Columnar evergreens, either shrubs or small trees, planted 4' - 5' on center, will provide screening and some noise attenuation between the parking lot and The Colonies residences. The Applicant shall plant approximately 50 trees, shrubs or plants within 18 months of the date of approval of RZ 92-P-001 at a cost to the Applicant not to exceed \$3,000. Final species selection and planting plan shall be subject to review and approval of Fairfax County Park Authority Staff. The Applicant shall have no maintenance responsibility nor warranty beyond any planting warranty that may be provided by nursery or nurseryman.

C. The Applicant shall provide Virginia registered civil engineering services to

develop a plan for remediation of the erosion problem at terminus of existing rip--rap ditch at low end of parking lot. The remediation may include, but not be limited to, the installation of velocity brakes, flaring rip-rap and grouting rip-rap as may be determined by civil engineer. The Applicant shall repair the erosion problem based on civil engineer's recommendation and the Park Authority concurrence with recommendation at a total cost of civil engineering and construction combined not to exceed \$10,000. The Applicant shall complete engineering and construction within one (1) year of the date of approval of RZ 92-P-001. The Applicant shall not be required to obtain a bond or permit for construction nor provide post construction maintenance or repair.

*WEST\*GROUP PROPERTIES LLC*

by: G.T. Halpin, -  
G. T. Halpin, President

15

EXHIBIT A  
TRANSPORTATION PHASING SCHEDULE  
IMPROVEMENTS REQUIRED

FAR PERMITTED

Applicant shall be permitted to obtain building permits for:

- o 349,514 FAR sf No Improvements.
- o An additional 565,023 new FAR sf
  - o \$110,000 for design Eastbound I-66/DAAR Ramp & Loop per Proffer III.B.1
  - o Design Route 123 widening per Proffer III.B.2
  - o \$30,000 payment per year to TYTRAN for Transportation Coordinator per Proffer III.E starting no later than 6 months after the approval of RZ 92-P-001 by BOS

- =====
- A. An additional 387,648 new FAR sf at Applicant's option, Improvements 1,2,3 or 4
    - 1. Old Springhouse Road Extended per Proffer III.D.1.
  - B. An additional 297,255 new FAR sf at Applicant's option, one of the remaining Improvements 1,2,3 or 4
    - 2. Two outbound right turn lanes from Route 3543 (existing Old Springhouse Road) onto Route 123 per Proffer III.D.2.
  - C. An additional 256,000 new FAR sf at Applicant's option, one of the remaining Improvements 1,2,3 or 4
    - 3. Double left or triple left turn lanes onto Route 123 from Route 6471 (Colshire Drive). Two or three lanes to be determined by VDOT per scenario selection referenced in Proffer III.D.3A-C.
  - D. An additional 430,903 new FAR sf at Applicant's option, one of the remaining Improvements 1,2,3 or 4
    - 4. Intersection Scenario W,X,Y or Z at Old Meadow Road and Route 123 per VDOT determination or opt out option per Proffer III.D.7a and 7b.

**EXHIBIT A**  
**TRANSPORTATION PHASING SCHEDULE**

**Notes:**

- o The total new FAR allowed after completion of all improvement phases is 2,286,343 FAR square feet.
- o The total FAR for the Gross Tract Area is 3,491,841 FAR square feet.
- o The difference of 1,205,498 FAR is shown as existing "to remain" on the GDP. This 1,205,498 FAR may be replaced building by building with buildings of equal FAR without requiring improvements listed in "Improvements Required" column above. This applies to GDP Buildings 1,2,7,10,11,13,14,15,16,17,18,19,21,22,25 and 26.
- o Any Phase may be implemented independently from any other Phase and FAR square feet permitted in any Phase may occur in any Land Bay or any Building Site within the entire Gross Tract Area.
- o Plan approval, bonding, County or VDOT permits for Improvements 1-4 shall be obtained prior to issuance of a building permit for new FAR square feet A-D. Improvements 1-4 shall be completed prior to issuance of non-rup for last FAR square foot increment A-D.

EXHIBIT B

SCOPE OF WORK

ROUTE 123 WIDENING TO SIX (6) THROUGH LANES

I. SURVEYS.

A. Establish base control traverse in accordance with County criteria.

B. Run level circuit and set elevation bench marks.

C. Set panels, obtain aerial photography and map project limits using photogrammetric methods. Mapping to be prepared at a scale of 1" = 50' with 2' contour, in accordance with National Map Accuracy Standards.

D. Enhance photogrammetric mapping where required using conventional field methods. Profile and section the proposed alignment, intersecting roadways, entrances, driveways and other critical features, where more precise definition is needed.

E. Tie property lines and property corners as required in order to prepare plats for right-of-way and/or temporary and permanent easements.

F. Compile locations of underground utilities from available records, input from utility companies, and field surveys of visible features. Obtain storm and sanitary sewer structure and invert elevations. Any test pits required to locate critical underground utilities will be arranged for by the County.

G. Prepare comprehensive survey plots and draft base topographic mapping.

II. PRELIMINARY DESIGN.

GMA

A. Prepare design criteria and establish roadway Typical Sections.

B. Prepare preliminary Plans and Profile Study (on roll drawings).

Particular emphasis will be given to:

1. Development of a roadway profile and alignment that minimizes impacts and right-of-way acquisition on commercial and industrial buildings and properties currently fronting existing Route 123.

2. Design compatible with horizontal and vertical options for intersections outlined in Proffer III.B for Old Meadow Road, Colshire Drive and Old Springhouse Road Extended and Anderson Road.

3. Coordination of horizontal and vertical alignment with existing I-495/Route 123 ramps and approaches and proposed I-66/DAAR Eastbound Ramp and Loop.

C. Develop preliminary traffic control plan.

F. Prepare exhibits for informational meetings as required.

G. Assist the County in resolving design and right-of-way issues raised during review process.

H. Prepare Preliminary Design Study Report, incorporate comments and publish final report.

III. FINAL PRELIMINARY DESIGN REPORT. To be initiated upon written notice from County of approval of Design Report.

A. Incorporate review comments.

B. Compute final horizontal and vertical alignment.

Whereas, the Fairfax County Comprehensive Plan identifies the Tyson's Corner area as the only Urban Center of Fairfax County, and it is therefore unique, and

Whereas, Scott's Run Stream Valley Park lies within the confines of the Tyson's Corner Urban Center, as does West\*Gate, an commercial development, and

Whereas, Policy 100 of the Fairfax County Park Authority (FCPA) states that the FCPA shall resist by all means any attempt by any entity to encroach upon any park, and the FCPA in March 1991 denied a request by West\*Gate to build a road through Scott's Run Stream Valley Park which included the Director sending a letter to West\*Gate stating that the FCPA did not want to set a precedent by approving such a road, and

Whereas, West\*Gate corporation has requested from the FCPA an aerial easement for a bridge to connect to a road which the Fairfax County Office of Transportation and Virginia Department of Highways have stated is needed to relieve traffic congestion in a future redevelopment of the West\*Gate properties, and

Whereas, the West\*Gate easement request is in compliance with the FCPA Policy 301 concerning easements, and

Whereas, the deed conveying the property for Scott's Run Stream Valley Park to the FCPA contains a clause which would cause the entire property to revert back to the original trustees upon any part of the park being provided in fee simple ownership to any other entity, and said easement would not convey title to any land within the park, and

Whereas, the Environmental Services Section of the FCPA Conservation Division has analysed the easement request and have reported that there would be no significant environmental degradation if a bridge was built,

Be it, therefore, resolved that the Fairfax County Park Authority (FCPA) shall grant to West\*Gate, it successors and assigns (the Developer), a permanent aerial easement and any temporary construction easements for the construction of a bridge over Scott's Run Stream Valley Park (the park) south of Route 123, to connect to the proposed Colshire Meadow Drive, as shown in Public Improvement Plan.8293-P-01-1, and that the Developer shall compensate the FCPA for such easements by meeting the following provisions and conditions:

1. The deed of this section of the park, parcel 29-4--((1))-31, must be changed to allow the granting of temporary and permanent easements to the developer to construct and use said bridge, and this deed must be approved by the Fairfax County Attorney.
2. The Developer shall deed to the FCPA four (4) parcels of land (designated parcels A, B, C, and D) totalling approximately one (1) acre containing hardwood forest vegetation, as shown on Attachment 1, a plat dated September 17, 1991, and said deed shall include a clause reserving the density of the parcels to the Developer for the future rezoning, pursuant to Section 2-308 of the Fairfax County Zoning Ordinance.

3. The Developer shall submit the bridge design, which must be of an environmentally sensitive nature, to the FCPA staff for review.
4. The Developer shall only make improvements to the existing natural waterway of Scott's Run which are in conformance with the Fairfax County Public Facilities Manual, and those actions shall be reviewed by the FCPA Trails Coordinator and the FCPA Conservation Division staff.
5. The Developer agrees to provide a trail system from the north end of the park through to southwest end of Scott's Run at a length of approximately 2,500 linear feet, constructed to the satisfactory review of the FCPA Trails Coordinator and in conformance with the Fairfax County Public Facilities Manual.
6. The Developer shall provide a twelve (12) foot wide trail easement through parcel 29-4-((6))-107 and construct a trail section on the easement, similar to that described above, which shall connect with a footbridge across Scott's Run which shall connect with the trail mentioned in number 5, above.
7. The Developer shall construct a chain link fence where none currently exists, in conformance with FCPA standards, of approximately 1,300 feet along the perimeter between the park and the Colonies Condominiums on the Colonies side of the property line, pursuant to an agreement between the Colonies Co-Owners Association and the FCPA.
8. The Developer shall address all wetlands, if any, in conformance with applicable federal, state, and county regulations.
9. The Developer shall file application with the Fairfax County Health Department to participate in the "Adopt-a-Stream" program in order to help protect the section of Scott's Run within the boundaries of the park.
10. The Developer shall be responsible for all fees, permits, etc.
11. The FCPA Conservation Division staff shall work with Westgate School to develop a natural area and flower meadow within the Scott's Run Stream Valley/Westgate parks.

Be it further resolved, that this easement, plus compensation for such and all conditions mentioned above, shall be granted contingent upon approval of a future rezoning of the West\*Gate properties which shall also address the proposed Colshire Meadow Drive, the bridge over Scott's Run, and its related traffic movement and environmental issues.

Be it further resolved that nothing in this resolution shall be construed to exclude the FCPA from participating in any proffer or review process pursuant to any future rezoning of the West\*Gate properties.

Resolution approved by the Fairfax County Park Authority by a vote of 6-1 on September 17, 1991

**Transportation Demand Management Program between Applicant and TYTRAN**

March 17, 1999

The Tysons Corner Urban Center Plan establishes an overall 20% mode split goal for HOV trips to and from the Tysons Corner area through Transportation Demand Management (hereinafter called "TDM") efforts and major improvements in the transit system. TYTRAN agrees to implement and operate a TDM program on behalf of the Applicant as follows:

1. The Applicant, at the initial signing of a lease or renewal of existing leases(s), shall advise each tenant with 100 employees or more that a private TDM program exists and a public TDM program exists and encourage them to participate. The "advice" shall be in the form of a paragraph which will be included in the transmittal of a signed lease or a separate letter and read as follows:

"In an attempt to reduce single occupancy vehicles in the Washington Metropolitan area, and more specifically in the Tysons Corner area, you may wish to participate in a Transportation Demand Management (TDM) program which provides your employees with a variety of transportation and commuting programs. We encourage you to contact the following organizations and participate in one of the TDM programs available to you.:

- |    |                 |    |  |
|----|-----------------|----|--|
| 1. | TYTRAN          | 2. | Fairfax County Department of<br>Transportation |
|    | Phone:          |    | Phone:   |
|    | Contact Person: |    | Contact Person:"                               |

**Note: A copy of the letter shall be sent to both public and private program managers. There is no obligation for the Applicant to send advisory letters after December 31, 2003; however, the Applicant may continue to do so on a volunteer basis.**

**2. The private TDM program shall be operated by TYTRAN, its employees, contractors or agents, in the Tysons Corner area, and the program shall be consistent with the Council of Governments (hereinafter called "COG") Regional Employer Services Program (hereinafter called "RESP"), Level I at a minimum, as defined by COG and hereinafter referred to as TYTRAN/RESP. The TYTRAN/RESP will be provided to existing TYTRAN members with 100 or more employees and to other companies with 100 employees or more as they become members of TYTRAN.**

**3. The public TDM program may be operated by the Fairfax County Department of Transportation, its employees, contractors or agents and the program shall be consistent with the County Employer Services Program, hereinafter referred to as FXCO/DOT/ESP.**

**4. The Applicant shall pay TYTRAN \$30,000 a year for four (4) years commencing January 31, 2000 and ending January 31, 2003, providing TYTRAN implements and operates their TYTRAN/RESP generally described as follows:**

**A. Commencing on January 31, 2000 and for each of the four (4) remaining years of the programs, TYTRAN/RESP shall provide FXCO/DOT/ESP information on employers with 100 or more employees participating in each program, including information relating to companies with 100 or more employees added to or deleted from each program in the prior year. Copies of this information shall be provided to the Applicant.**

**B. TYTRAN/RESP shall report TDM program activities to COG, with copies to FXCO/DOT/ESP and the Applicant, utilizing the ACT Software Program, or substitute or replacement software as may be approved by DOT and/or COG.**

C. TYTRAN will attempt to schedule periodic meetings with appropriate parties at FXCO/DOT to discuss their programs and share mutually beneficial information. The Applicant shall be advised of the dates and times of scheduled meetings and receive a copy of meeting minutes within 10 days of the meeting.

D. Within 90 days of the approval of this Application by the Board of Supervisors, but no later than July 31, 1999, TYTRAN/RESP shall perform a mandatory initial survey (hereinafter called "Initial Survey") of employers with 100 or more employees located within the Subject Property, as well as all TYTRAN member companies with 100 or more employees, utilizing the Commuter Connection Regional Employer Services Program Survey. TYTRAN/RESP may supplement or add to the survey; however, no deletions shall be made. The results of the Initial Survey shall be provided to COG, with a copy to FXCO/DOT/ESP and the Applicant within 60 days of the completion of the Initial Survey, but no later than October 31, 1999. The Applicant shall reimburse TYTRAN/RESP for the printing and distribution cost of the Initial Survey, not to exceed \$5,000.

E. TYTRAN/RESP may elect to perform a voluntary Follow-up Survey three (3) years from the date of the Initial Survey described above, but no later than December 31, 2003. The Follow-up Survey will be undertaken using generally the same survey form used in the Initial Survey described above. The results of the Follow-up Survey will be sent to COG, FXCO/DOT/ESP and the Applicant within 90 days of the completion of the survey. The Applicant shall reimburse TYTRAN/RESP for the cost of printing and distributing the Follow-up Survey, not to exceed \$5,000.

No-Fault Comparison of Initial and Follow-up Survey. Any comparison between the two surveys shall be solely for the purpose of obtaining valuable statistical data and measuring TDM trends and forecasts. The data may be used by both the public and private programs to evaluate the effectiveness of their programs and evaluate any modifications to their programs that would improve results; however, under no circumstance shall the comparison of the two surveys be used

to determine compliance with this proffer.

5. Non Compliance Provision. The Applicant, at its sole discretion may terminate the Agreement with TYTRAN/RESP for their failure to implement and operate a TDM program as prescribed herein and more specifically for failure to meet reporting requirements of Paragraphs A, B, C and D above. In the event the Agreement is terminated for non-compliance, the Applicant will:

- Notify FXCO/DOT/ESP of termination and transfer relevant records in Applicant's possession, if any;
- Pay \$30,000 a year to FXCO/DOT/ESP for unpaid years remaining pursuant to paragraph 4, above;
- Agree that the County may assume all authority and responsibility for TDM activities associated with any firm that had previously participated in the TYTRAN/RESP program.

6. Continuance or Cessation Provision. The Applicant and TYTRAN/RESP may agree that TYTRAN/RESP may continue to operate the TDM Program prescribed herein after December 31, 2003; however, the following conditions will be met:

- a. TYTRAN/RESP shall notify the Applicant of its desire to continue the TDM program at levels meeting or exceeding previous year levels; and
- b. The Applicant must accept terms; and
- c. The Agreement to extend must be ratified pursuant to paragraph 7 below.

In the event, the Applicant and TYTRAN/RESP agree to cease the TDM program prescribed herein after December 31, 2003, the Applicant shall notify FXCO/DOT in writing by November 30, 2003 that the Private TDM Program shall cease effective December 31, 2003. TYTRAN shall provide the Applicant with all relevant records associated with TYTRAN/RESP and the Applicant shall in turn provide copies of the records to FXCO/DOT.

**In the event of cessation of the Private TDM Program by TYTRAN/RESP, the Applicant does not object to the County assuming authority and responsibilities for TDM activities for previous TYTRAN/RESP participating employers, if said employers elect to participate in the County Public Program.**

**7. This TDM program may be extended or modified with the consent of the Applicant, TYTRAN and the FXCO/DOT and any extension or modification shall be in writing and signed by all three parties as evidence of consent. Any extension or modification of the TDM program shall not constitute a change to a proffer.**



# FAIRFAX COUNTY

EXHIBIT E

Department of Environmental Management  
Division of Design Review  
12055 Government Center Parkway  
Fairfax, Virginia 22035-5503

V I R G I N I A

TELEPHONE (703) 324-1720

January 12, 1994

Mitra A. Kamrani  
Huntley, Nyce and Associates  
7202 Poplar Street, Unit E  
Annandale, Virginia 22003

Subject: Westgate, Rezoning No. RZ 92-P-001, Tax Map: 30-3-001 and 29-4-006, Providence District

Reference: Waiver No. 014040 - Chesapeake Bay Preservation Exception

Dear Mrs. Kamrani:

An exception to allow proffered Stormwater Management/Best Management Practices (BMP) Facilities to satisfy the requirements of Section 118-3-2-F and to allow development within a mapped resource protection area is hereby approved with the following conditions:

1. All site plans subject to RZ 92-P-001 shall provide on-site BMP's or drain to an approved facility which provides BMP's.
2. The disturbed area within the RPA which is currently undisturbed shall minimized to the extent possible as determined by the Department of Environmental Management.

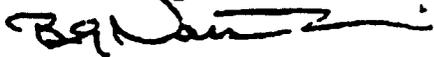
607

Mitra Kamrani  
Page 2

This approval does not exempt this site from any other Federal, State or County ordinance and regulations.

Should you have any questions or require additional information, please contact Charlie Kilpatrick, Assistant Chief, Site Review at 324-1720.

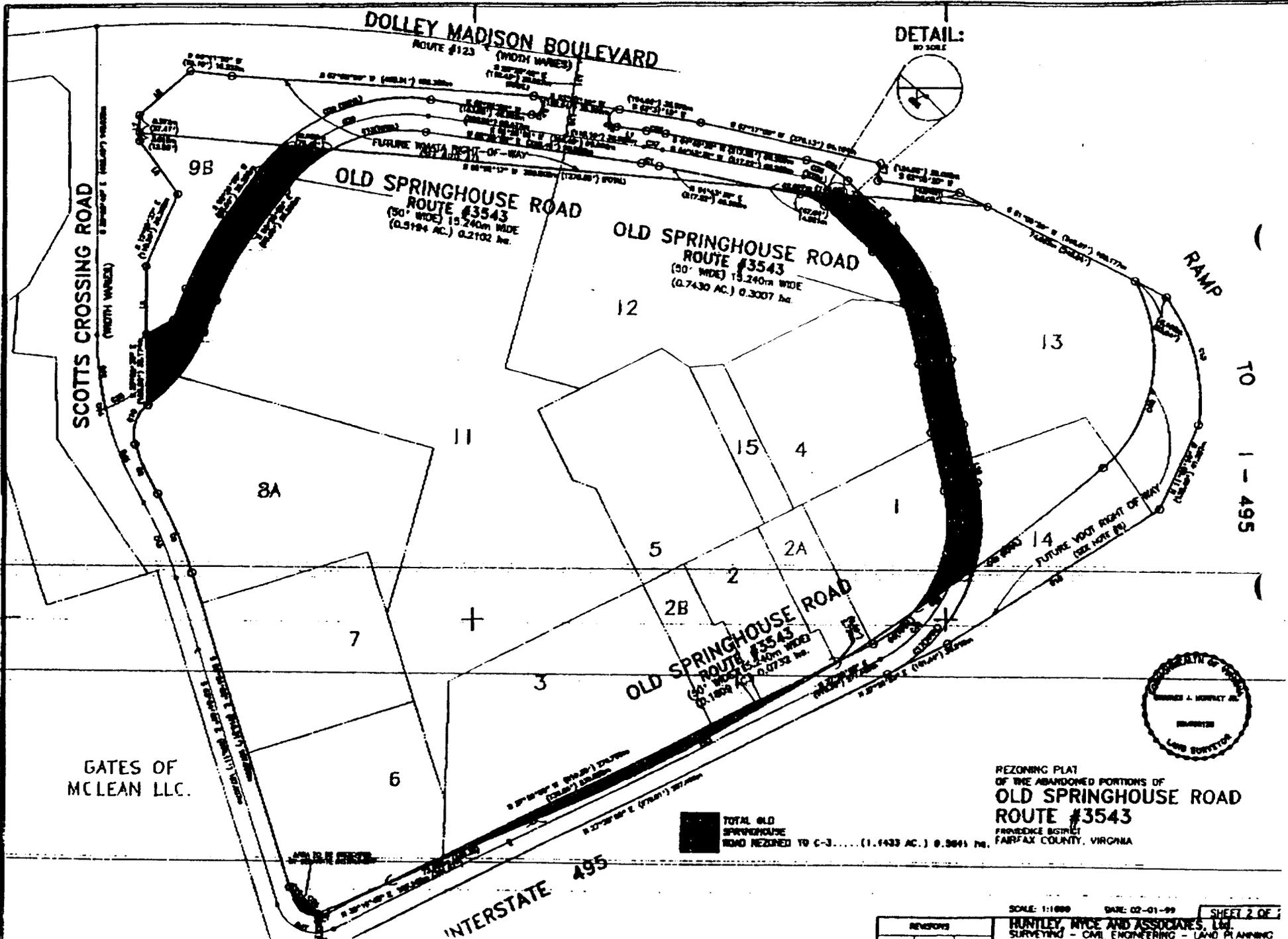
Sincerely,



Bruce Nassimbeni, Chief  
Site Review Branch

BGN/CK/rtk

cc: Monica Mongoven, Permits Branch, DEM  
John Friedman, Special Projects Branch, DEM  
Bonds and Agreements Branch, DEM  
Waiver File



TO 1-495

SCOTT'S CROSSING ROAD  
(NORTH WALK)

DOLLEY MADISON BOULEVARD  
ROUTE #123  
(WIDEN WAIVES)

OLD SPRINGHOUSE ROAD  
ROUTE #3543  
(30' WIDE) 15.240m WIDE  
(0.3184 AC.) 0.2102 ha.

OLD SPRINGHOUSE ROAD  
ROUTE #3543  
(30' WIDE) 15.240m WIDE  
(0.7430 AC.) 0.3007 ha.

OLD SPRINGHOUSE ROAD  
ROUTE #3543  
(30' WIDE) 15.240m WIDE  
(0.1859 AC.) 0.0752 ha.

INTERSTATE 495

GATES OF MCLEAN LLC.



REZONING PLAT  
OF THE ABANDONED PORTIONS OF  
OLD SPRINGHOUSE ROAD  
ROUTE #3543  
PROVIDENCE DISTRICT  
FAIRFAX COUNTY, VIRGINIA

TOTAL OLD SPRINGHOUSE ROAD REZONED TO C-3..... (1.1433 AC.) 0.3841 ha.

CURVE TABLE:

Table with columns: Name, Delta, Radius, Length, Bearing, Chord, Tangent. Contains 60 rows of curve data.

LINE TABLE:

Table with columns: Name, Angle, Distance. Contains 11 rows of line data.



VICINITY MAP

SCALE: 1" = 2000'

NOTES:

- 1) THE PROPERTY DELINEATED HEREON IS LOCATED ON FAIRFAX COUNTY (AN ASSESSMENT MAP NO. 98-4-OLD SPRINGHOUSE ROAD, ROUTE #3543.
2) NO TITLE REPORT FURNISHED THIS PLAN IS SUBJECT TO ANY EASEMENTS AND RESTRICTIONS OF RECORD...
3) BOUNDARY INFORMATION TAKEN FROM EXISTING DEEDS AND RECORDS.
4) DISTANCES IN (...) ARE FEET
5) WATER LINE EASEMENTS TO BE DEDICATED BY SEPARATE INSTRUMENT AND SUBMITTED TO THE CITY OF FALLS CHURCH.
6) RIGHT-OF-WAY LINE TAKEN FROM VIRGINIA DEPARTMENT OF TRANSPORTATION PRELIMINARY ENGINEERING STUDY SHOWING APPROXIMATE LOCATION OF FUTURE I-495 IMPROVEMENTS.
7) RIGHT-OF-WAY LINE TAKEN FROM PLAN SHOWING TRAFFIC ENVELOPE FOR RIGHT-OF-WAY RESERVATION OF FUTURE IYONG LANE RAMP AND STAIRS AS PREPARED BY WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY 12-16-88.

SURVEYOR'S CERTIFICATE:

I, CHARLES J. HAWLEY, JR., A duly certified land surveyor in the Commonwealth of Virginia hereby certify, to the best of my knowledge and belief that the lines shown herein are now in the name of Commonwealth of Virginia as they are recorded among the records of Fairfax County, Virginia as Deed Book 2365 Page 132. I further certify that the tract is within the bounds of the original tract; that the tract is accurately described by METES AND BOUNDS, COURSES AND DISTANCES; that the boundaries refer to the same words hereon.

CHARLES J. HAWLEY, JR. LS 002135 DATE

REZONING PLAN OF THE ABANDONED PORTIONS OF OLD SPRINGHOUSE ROAD ROUTE #3543 PROVIDENCE DISTRICT FAIRFAX COUNTY, VIRGINIA

I HEREBY CERTIFY THAT ALL NECESSARY PERMITS REQUIRED BY LAW HAVE BEEN OBTAINED PRIOR TO COMMENCING LAND DISTURBANCE ACTIVITIES.

Signature and title fields for the surveyor and owner/developer.



Revision table and project information including scale, date, and sheet number.